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visit it go there with this purpose distinctly in view, for the valley is not on an international line of transit.

Mr. Ferrero divides his book into three parts according to time. The first part deals with the valley as it is now, the second, with the valley of the Roman era, and the third, with the valley as it was in the Middle Ages. The treatment throughout will be found most helpful to visitors. The book is neither superficial nor ponderous. It is both readable and informing. The most casual observer, if intelligent, desires such help as the book will give him to see, appreciate and enjoy the valley of to-day; no less does he need the bits of history and description that will augment his enjoyment and understanding of the splendid Roman ruins and the works of the Middle Ages. The illustrations are admirable.

Mr. Ferrero tells of the ascents of the high Alps from the southern side, achievements that are much less known than those of the northern approach. He says that the Gran Paradiso is the last stand of the ibex among European mountains. It once roamed throughout these mountains, and fifty years ago there were still enough left to permit free hunting. It is now forbidden to hunt the remnant remaining, estimated at about 600, and the Italian Government deputed their protection to some forty hunting guards.

Geography of the Middle Illinois Valley. By H. H. Barrows. xii and 125 pp., 16 plates, 47 figs., and index. *Bull.* No. 15, Illinois State Geological Survey, Urbana, Ill., 1910.

The appearance, a few years ago, of two now familiar books on the influence of the physical geography upon the history of North America was followed by a wave of appreciation from historians as well as geographers. It was asserted that at last we had begun to cultivate a great field of research, but the authors of these stimulating books, no less than the critics, were aware of their very general nature and of the tremendous task to which they were but the invitation. Certain exaggerations, however, crept into our geographic speech. A great truth had been discovered at last; history would have to be entirely rewritten; the touchstone in the study of all human development everywhere is geographic influence. It required the piercing through again and again—chiefly by historians—of these bald generalisations to make us see that they were but the ghosts, so to speak, of an idea often asserted in the past and as often denied, because too little detailed and too much general work on the problem had been done. When a student actually put his hands to a concrete task involving the relationship of geography and history the ghost was promptly laid, at least for him.

All this does not mean that the idea of geographic influence in human development is abandoned; for it never stood on a firmer basis. We have merely arrived at the stage where there is no bone to our contention. The historian grants geographic influence: he only wants us to consider other factors, sometimes of more, sometimes of less, but always of some importance. When we deal with the facts of a people's development we deal with time as well as with space, and time involves many facts of human origin, ultimately of geographic origin, it may be, but so long and so far removed from earth forces that their preservation, present use, and relationships, are in the nature of history, because they are matters not of observation but of long and, oftentimes, of involved record. One can not prepare a complete account of human develop-

ment on the basis of field observations alone; the arduous, prolonged examination and analysis of books of record are also required. We who ourselves clamored for a well-balanced history in which the geographic factor should find a place were the first to forget the importance of some of the biggest non-geographic factors.

The second stage of development of the historico-geographic field has now been entered. Students are working up the facts and laws of the evolution of the people of a small tract, with due attention to all the recognisable factors, before setting their hands to a continent.

The "Geography of the Middle Illinois Valley" is, in the reviewer's judgment, the most important work of its kind yet published in America. The first half of the book deals with the physical geography of the area, the second half with its settlement and development. The work shows as intimate a knowledge of history as of geography—a rare condition. It nowhere vaguely generalizes, nor generalizes at all without first showing precisely where and what the historic basis is. Yet neither the record nor the analysis is ever lost in mere detail. The style is clear, and the whole treatment sequential, scholarly, genuine. The educational bulletins of the Illinois State Survey are all of high grade, but we believe that there is not among them another so solid and praiseworthy as this.

It is shown that the Illinois Valley has formed in the past the greatest natural highway between the Great Lakes and the Mississippi. Explorer, fur-trader, settler, all alike were guided by it. Even to-day the counties bordering the Illinois River and the Illinois-Michigan canal contain 51% of the people of the State. The southern part was settled from the South and Southwest, the northern part from the Middle Atlantic States and New England. The southern wave seemed likely at one time to become the dominating one, owing, among other things, to the navigable streams, the highways of the pioneer, that here border Illinois, and to others that lead naturally from east to west. With the opening of the Erie Canal in 1825, the later development of steam navigation on the Great Lakes, and the decline of shipping and agriculture in New England, immigration into northern Illinois actively began, but not until the movement from "the land-hungry, agricultural South" had gained great headway. The fear that the State would be dominated by southern institutions and ideals caused Congress as early as 1818 to place the northern boundary, not on the parallel of the southern end of Lake Michigan, as originally intended, but north of it, so as to give it a 50-mile water frontage, and thereby invite northern settlers and political influences through closer commercial relations in that direction. Steam navigation on the Great Lakes was the greatest influence in bringing settlers to the doors of the State. From 1840 to 1850 Chicago grew 700% and from 1836 to 1846 its imports increased over 500%. Goods could be shipped north as well as south from the central Illinois valley. A choice of markets—St. Louis or Chicago—was now afforded, and agricultural expansion became extremely active. Of great interest is the history of steamboat navigation on the Illinois River itself. In 1833 there were three boats on the river; in 1850 there were 1286; in 1852 there were 1800 arrivals of steamboats at Peoria. With the cheap and extensive building of railroads over the flat prairies steamboat navigation on the rivers declined. Many towns fell into decay. Only those continued to grow rapidly whose positions were favorable from the standpoint of the railroad, or whose natural advantages were of a special order.

The New England farmer conquered the prairies before the southerner did.

A rough stratification of settlers followed. Tongues of southern influence extended north along the timbered lowlands and valley slopes and the timberless terraces on the valley margins, while the northern settlers pushed south **over** the intervening interstream prairies. Prairie development was, however, **only** actively begun when the railroad permitted freer cross-country transportation, for the earliest settlers had, perforce, to locate at least within striking distance of the river in order to get their goods to market.

The last important phase of development is related to canal construction across the State, which brings the discussion down to the Lake-to-Gulf Deep Waterway. Lack of space forbids even the mention of many other features of equal importance. It is a matter for heartiest congratulation that so excellent a piece of work has been done, and we earnestly hope for other papers of a like sort from the same source. I. B.

The Log of the "Laura" in Polar Seas. A hunting Cruise from Tromsø, Norway, to Spitzbergen, the Polar Ice off East Greenland and the Island of Jan Mayen in the Summer of 1906. Kept by Bettie Fleischmann Holmes. 137 pp., many illustrations from photographs, map, game list and meteorological table. Small 4to. The University Press, Cambridge, 1907. (Not in the trade).

A very handsome book recording, with vivacity and enthusiasm, the adventures of a hunting party from Cincinnati, including two ladies. Few keen sportsmen know much of the pursuit of game in such out of the way hunting grounds and the author is to be commended for the pains she has taken to explain and describe all that is of novel interest. The photographs are especially fine and chiefly illustrate hunting and ice fields.

Quer durch Abessinien. Meine Zweite Reise zu den Falaschas. Von Dr. Jacques Faitlovitch. xv and 188 pp., 60 illustrations from original photographs and map. M. Poppelauer, Berlin, 1910. M. 5.

Researches in Abyssinia, in the past twenty years, have clearly shown the important Jewish element in Abyssinian history and also that many Jews are among the present population. Their fathers, for many generations, have handed down to their children of to-day the faith of Israël. They are called by the preponderant Abyssinian population "Falaschas" which means "foreigners" and thus they are distinguished from the autochthonous inhabitants. They have preserved their racial characteristics and, to an important extent, their purity of blood though there has been considerable admixture with the indigenous peoples. Jewish blood is said to flow in the veins of the Empress Thaitu, widow of the late emperor Menilek II; and her husband took great pains to preserve the tradition that he was descended from King Solomon and the Queen of Sheba.

Dr. Faitlovitch has been conspicuous as a student of the Jews in Abyssinia whose presence there was first revealed by the Scottish explorer James Bruce. Some of the more important results of Dr. Faitlovitch's journey among them in 1904-5 have been reported in the *Bulletin* (Vol. xxxix, 1907, p. 62). The present book includes his discoveries at that time and also the results of his second journey in 1908-9. The volume embraces a large amount of detailed information and will undoubtedly be accepted, for a long time to come, as the authoritative compilation of facts relating to this interesting people.